

should require 1800 men in time of war to protect our commerce alone. If we add 50 for scouting purposes with one battleship squadron, we should have 1950 men, and it is necessary for this service and to meet the threatened attack upon our commerce which other maritime nations declare would be their policy in case of hostilities with this country, only 23 men are allowed to be holding by this ratio. We call upon the nation to demand greater effect in this direction.

(c) The reserve for an annual force should approximate 1000 men to the fleet. We have 10,000 men and men in the Royal Navy, but only a reserve of 25,000 for a complete mobilization of our fleet, to fill up casualties and maintain a great struggle.

The Marine Corps has been provided a reserve to the Royal Navy in time of war. It can only do so to a very limited extent because of the enormous number of foreign sailors it contains. The British reserve must be re-instituted in our own commercial fleet.

Colonial troops are showing their value for augmenting our home army. Our naval reserves could be supplemented in the same way. There is a large number of sailors in Australia and other Colonies who could be utilized by simple organization as reserve for the Royal Navy. The expenditure required would be small, and the result that would be gained would be enormous.

Taking twenty years as the time after which a battleship—in those days of rapid progress—passes out of front rank, we find this country possesses 26, 18, and 18, respectively, completed ships 1879. This is a bare equality to the two combined. Building up to 1900, France 12, and Russia 12, we have the margin considered necessary by the Committee. Admirals who reported in November 1898—confirmed by Captain Mahan as the actual teaching of the Spanish war—to enable us to cope successfully at sea with a combination of two other powers.

We therefore need:

(1) More battleships.

(2) To re-arm with the best guns they can carry, the most efficient battleships now equipped with 12 inch guns, and to strike off the list those not worth re-arming.

(3) A considerable addition of the fastest cruisers.

(4) A great increase to our Naval Reserve.

(5) Legislation to the effect that Mercantile Marine ought not, should, by our own countrymen, and (2) to bring within our ranks those colonial seamen who are willing to take their share in the defence of the Empire.

A Naval Supremacy is a matter of life and death to this country. We ask all citizens to assist our efforts to place it beyond suspicion.

H. SYMONDS LOWRY.

Chairman of the Executive Committee of the Navy League.

CHAMPAGNE "MONOPOLE."

NEIDRECK & Co. REIMS.

Importers to
THE IMPERIAL and ROYAL COURT at BRUSSELS.
THE IMPERIAL ROYAL COURT at VIENNA.
THE IMPERIAL COURT of RUSSIA.

CARLOWITZ & CO., Sole Agents.

ROBINSON PIANO CO.

CASH OR TIME PAYMENT.

SPECIAL CHINA MODELS

BY
HAAKE, RACHAL, BRINSMEAD, BECHSTEIN.

CABIN PIANOS AND ORGANS.

ENTERTAINMENT.

THEATRE ROYAL.

CITY HALL.

On
WEDNESDAY, FEB 21st, 1900.
GRAND BOXING CONTEST.

BRITISH ARMY AND UNITED STATES NAVY.

THE EVENT OF THE EVENING: FIFTEEN ROUNDS CONTEST.

J. KELLY, Gov. for U.S. Navy. W. J. KELLY, Gov. for U.S. Navy.

J. KELLY has accepted the Challenge to Fight for the Heavy Weight Championship of Hongkong.

Prices:—

Stalls, 2s. 6d. to 10s. 6d.
Boxes, 10s. 6d. to 25s. 6d.
Balcony, 10s. 6d. to 25s. 6d.
General Admission, 10s. 6d. to 25s. 6d.

Boxing Office: ROBINSON PIANO CO.
Hongkong, 14th February, 1900. 516

PUBLIC COMPANIES.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation, to be held at the City Hall, Hongkong, on MONDAY, the 17th day of February, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st December, 1899.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.

Hongkong, 26th January, 1900. 349

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTRATION OF SHARES of the Corporation will be CLOSED on SATURDAY, the 14th day of February, at 3 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st December, 1899.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.

Hongkong, 26th January, 1900. 344

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTRATION OF SHARES of the Corporation will be CLOSED on SATURDAY, the 14th day of February, at 3 p.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st December, 1899.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.

Hongkong, 26th January, 1900. 344

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction (FOR ACCOUNT OF THE CORPORATION) TO-MORROW (SATURDAY), the 17th February, at Noon, at their Sale Rooms, the Office of the Public Auctioneer, 15th February, 1900, at 3 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART, Colonial Secretary's Office.

Hongkong, 15th February, 1900. 1530

GOVERNMENT NOTIFICATION.

No. 35.

THE following Particulars of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 19th day of FEBRUARY, 1900, at 3 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART, Colonial Secretary's Office.

Hongkong, 26th January, 1900. 501

INSURANCES.

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.

The Underwritten have been appointed AGENTS for the above Company, and are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th May, 1894. 1897

AAOEN and MUNIUM FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTHER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. 19

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.

Hongkong, 16th November, 1893. 124

VESSLS EXPECTED.

THE HONGKONG MAIL.

The P. & O. steamer *Comet*, with the English Mail of the 15th inst., will arrive on Monday, the 13th inst., and may be expected here to-morrow. This packet, being regular to Hongkong, will be expected here on or about Tuesday, the 21st inst.

THE OCEANIC MAIL.

The O. & A. steamer *Boar*, with Mail, Co. left San Francisco for this port via Honolulu, Yokohama, and Shanghai, on the 1st inst.

THE J. M. STEAMER MAIL.

The J. M. steamer *St. Paul*, carrying the 22nd inst. mail, with dates from Berlin of the 22nd inst., will arrive on Monday, the 13th inst., and may be expected here on or about Tuesday, the 21st inst.

THE O. & A. STEAMER MAIL.

The O. & A. steamer *Boar*, with Mail, Co. left San Francisco for this port via Honolulu, Yokohama, and Shanghai, on the 1st inst.

THE J. M. STEAMER MAIL.

The J. M. steamer *St. Paul*, carrying the 22nd inst. mail, with dates from Berlin of the 22nd inst., will arrive on Monday, the 13th inst., and may be expected here on or about Tuesday, the 21st inst.

COMMERCIAL.

CLOSING QUOTATIONS.

THURSDAY, 15th February.

On LONDON—
Telegraphic Transfer, 11 1/2
Bank Bills, on demand, 11 1/2
Bank Bills, at 30 days sight, 11 1/2
Bank Bills, at 60 days sight, 11 1/2
Bank Bills, at 90 days sight, 11 1/2
Bank Bills, at 120 days sight, 11 1/2
Bank Bills, at 150 days sight, 11 1/2
Bank Bills, at 180 days sight, 11 1/2
Bank Bills, at 210 days sight, 11 1/2
Bank Bills, at 240 days sight, 11 1/2
Bank Bills, at 270 days sight, 11 1/2
Bank Bills, at 300 days sight, 11 1/2
Bank Bills, at 330 days sight, 11 1/2
Bank Bills, at 360 days sight, 11 1/2
Bank Bills, at 390 days sight, 11 1/2
Bank Bills, at 420 days sight, 11 1/2
Bank Bills, at 450 days sight, 11 1/2
Bank Bills, at 480 days sight, 11 1/2
Bank Bills, at 510 days sight, 11 1/2
Bank Bills, at 540 days sight, 11 1/2
Bank Bills, at 570 days sight, 11 1/2
Bank Bills, at 600 days sight, 11 1/2
Bank Bills, at 630 days sight, 11 1/2
Bank Bills, at 660 days sight, 11 1/2
Bank Bills, at 690 days sight, 11 1/2
Bank Bills, at 720 days sight, 11 1/2
Bank Bills, at 750 days sight, 11 1/2
Bank Bills, at 780 days sight, 11 1/2
Bank Bills, at 810 days sight, 11 1/2
Bank Bills, at 840 days sight, 11 1/2
Bank Bills, at 870 days sight, 11 1/2
Bank Bills, at 900 days sight, 11 1/2
Bank Bills, at 930 days sight, 11 1/2
Bank Bills, at 960 days sight, 11 1/2
Bank Bills, at 990 days sight, 11 1/2
Bank Bills, at 1020 days sight, 11 1/2
Bank Bills, at 1050 days sight, 11 1/2
Bank Bills, at 1080 days sight, 11 1/2
Bank Bills, at 1110 days sight, 11 1/2
Bank Bills, at 1140 days sight, 11 1/2
Bank Bills, at 1170 days sight, 11 1/2
Bank Bills, at 1200 days sight, 11 1/2
Bank Bills, at 1230 days sight, 11 1/2
Bank Bills, at 1260 days sight, 11 1/2
Bank Bills, at 1290 days sight, 11 1/2
Bank Bills, at 1320 days sight, 11 1/2
Bank Bills, at 1350 days sight, 11 1/2
Bank Bills, at 1380 days sight, 11 1/2
Bank Bills, at 1410 days sight, 11 1/2
Bank Bills, at 1440 days sight, 11 1/2
Bank Bills, at 1470 days sight, 11 1/2
Bank Bills, at 1500 days sight, 11 1/2
Bank Bills, at 1530 days sight, 11 1/2
Bank Bills, at 1560 days sight, 11 1/2
Bank Bills, at 1590 days sight, 11 1/2
Bank Bills, at 1620 days sight, 11 1/2
Bank Bills, at 1650 days sight, 11 1/2
Bank Bills, at 1680 days sight, 11 1/2
Bank Bills, at 1710 days sight, 11 1/2
Bank Bills, at 1740 days sight, 11 1/2
Bank Bills, at 1770 days sight, 11 1/2
Bank Bills, at 1800 days sight, 11 1/2
Bank Bills, at 1830 days sight, 11 1/2
Bank Bills, at 1860 days sight, 11 1/2
Bank Bills, at 1890 days sight, 11 1/2
Bank Bills, at 1920 days sight, 11 1/2
Bank Bills, at 1950 days sight, 11 1/2
Bank Bills, at 1980 days sight, 11 1/2
Bank Bills, at 2010 days sight, 11 1/2
Bank Bills, at 2040 days sight, 11 1/2
Bank Bills, at 2070 days sight, 11 1/2
Bank Bills, at 2100 days sight, 11 1/2
Bank Bills, at 2130 days sight, 11 1/2
Bank Bills, at 2160 days sight, 11 1/2
Bank Bills, at 2190 days sight, 11 1/2
Bank Bills, at 2220 days sight, 11 1/2
Bank Bills, at 2250 days sight, 11 1/2
Bank Bills, at 2280 days sight, 11 1/2
Bank Bills, at 2310 days sight, 11 1/2
Bank Bills, at 2340 days sight, 11 1/2
Bank Bills, at 2370 days sight, 11 1/2
Bank Bills, at 2400 days sight, 11 1/2
Bank Bills, at 2430 days sight, 11 1/2
Bank Bills, at 2460 days sight, 11 1/2
Bank Bills, at 2490 days sight, 11 1/2
Bank Bills, at 2520 days sight, 11 1/2
Bank Bills, at 2550 days sight, 11 1/2
Bank Bills, at 2580 days sight, 11 1/2
Bank Bills, at 2610 days sight, 11 1/2
Bank Bills, at 2640 days sight, 11 1/2
Bank Bills, at 2670 days sight, 11 1/2
Bank Bills, at 2700 days sight, 11 1/2
Bank Bills, at 2730 days sight, 11 1/2
Bank Bills, at 2760 days sight, 11 1/2
Bank Bills, at 2790 days sight, 11 1/2
Bank Bills, at 2820 days sight, 11 1/2
Bank Bills, at 2850 days sight, 11 1/2
Bank Bills, at 2880 days sight, 11 1/2
Bank Bills, at 2910 days sight, 11 1/2
Bank Bills, at 2940 days sight, 11 1/2
Bank Bills, at 2970 days sight, 11 1/2
Bank Bills, at 3000 days sight, 11 1/2
Bank Bills, at 3030 days sight, 11 1/2
Bank Bills, at 3060 days sight, 11 1/2
Bank Bills, at 3090 days sight, 11 1/2
Bank Bills, at 3120 days sight, 11 1/2
Bank Bills, at 3150 days sight, 11 1/2
Bank Bills, at 3180 days sight, 11 1/2
Bank Bills, at 3210 days sight, 11 1/2
Bank Bills, at 3240 days sight, 11 1/2
Bank Bills, at 3270 days sight, 11 1/2
Bank Bills, at 3300 days sight, 11 1/2
Bank Bills, at 3330 days sight, 11 1/2
Bank Bills, at 3360 days sight, 11 1/2
Bank Bills, at 3390 days sight, 11 1/2
Bank Bills, at 3420 days sight, 11 1/2
Bank Bills, at 3450 days sight, 11 1/2
Bank Bills, at 3480 days sight, 11 1/2
Bank Bills, at 3510 days sight, 11 1/2
Bank Bills, at 3540 days sight, 11 1/2
Bank Bills, at 3570 days sight, 11 1/2
Bank Bills, at 3600 days sight, 11 1/2
Bank Bills, at 3630 days sight, 11 1/2
Bank Bills, at 3660 days sight, 11 1/2
Bank Bills, at 3690 days sight, 11 1/2
Bank Bills, at 3720 days sight, 11 1/2
Bank Bills, at 3750 days sight, 11 1/2
Bank Bills, at 3780 days sight, 11 1/2
Bank Bills, at 3810 days sight, 11 1/2
Bank Bills, at 3840 days sight, 11 1/2
Bank Bills, at 3870 days sight, 11 1/2
Bank Bills, at 3900 days sight, 11 1/2
Bank Bills, at 3930 days sight, 11 1/2
Bank Bills, at 3960 days sight, 11 1/2
Bank Bills, at 3990 days sight, 11 1/2
Bank Bills, at 4020 days sight, 11 1/2
Bank Bills, at 4050 days sight, 11 1/2
Bank Bills, at 4080 days sight, 11 1/2
Bank Bills, at 4110 days sight, 11 1/2
Bank Bills, at 4140 days sight, 11 1/2
Bank Bills, at 4170 days sight, 11 1/2
Bank Bills, at 4200 days sight, 11 1/2
Bank Bills, at 4230 days sight, 11 1/2
Bank Bills, at 4260 days sight, 11 1/2
Bank Bills, at 4290 days sight, 11 1/2
Bank Bills, at 4320 days sight, 11 1/2
Bank Bills, at 4350 days sight, 11 1/2
Bank Bills, at 4380 days sight, 11 1/2
Bank Bills, at 4410 days sight, 11 1/2
Bank Bills, at 4440 days sight, 11 1/2
Bank Bills, at 4470 days sight, 11 1/2
Bank Bills, at 4500 days sight, 11 1/2
Bank Bills, at 4530 days sight, 11 1/2
Bank Bills, at 4560 days sight, 11 1/2
Bank Bills, at 4590 days sight, 11 1/2
Bank Bills, at 4620 days sight, 11 1/2
Bank Bills, at 4650 days sight, 11 1/2
Bank Bills, at 4680 days sight, 11 1/2
Bank Bills, at 4710 days sight, 11 1/2
Bank Bills, at 4740 days sight, 11 1/2
Bank Bills, at 4770 days sight, 11 1/2
Bank Bills, at 4800 days sight, 11 1/2
Bank Bills, at 4830 days sight, 11 1/2
Bank Bills, at 4860 days sight, 11 1/2
Bank Bills, at 4890 days sight, 11 1/2
Bank Bills, at 4920 days sight, 11 1/2
Bank Bills, at 4950 days sight, 11 1/2
Bank Bills, at 4980 days sight, 11 1/2
Bank Bills, at 5010 days sight, 11 1/2
Bank Bills, at 5040 days sight, 11 1/2
Bank Bills, at 5070 days sight, 11 1/2
Bank Bills, at 5100 days sight, 11 1/2
Bank Bills, at 5130 days sight, 11 1/2
Bank Bills, at 5160 days sight, 11 1/2
Bank Bills, at 5190 days sight, 11 1/2
Bank Bills, at 5220 days sight, 11 1/2
Bank Bills, at 5250 days sight, 11 1/2
Bank Bills, at 5280 days sight, 11 1/2
Bank Bills, at 5310 days sight, 11 1/2
Bank Bills, at 5340 days sight, 11 1/2
Bank Bills, at 5370 days sight, 11 1/2
Bank Bills, at 5400 days sight, 11 1/2
Bank Bills, at 5430 days sight, 11 1/2
Bank Bills, at 5460 days sight, 11 1/2
Bank Bills, at 5490 days sight, 11 1/2
Bank Bills, at 5520 days sight, 11 1/2
Bank Bills, at 5550 days sight, 11 1/2
Bank Bills, at 5580 days sight, 11 1/2
Bank Bills, at 5610 days sight, 11 1/2
Bank Bills, at 5640 days sight, 11 1/2
Bank Bills, at 5670 days sight, 11 1/2
Bank Bills, at 5700 days sight, 11 1/2
Bank Bills, at 5730 days sight, 11 1/2
Bank Bills, at 5760 days sight, 11 1/2
Bank Bills, at 5790 days sight, 11 1/2
Bank Bills, at 5820 days sight, 11 1/2
Bank Bills, at 5850 days sight, 11 1/2
Bank Bills, at 5880 days sight, 11 1/2
Bank Bills, at 5910 days sight, 11 1/2
Bank Bills, at 5940 days sight, 11 1/2
Bank Bills, at 5970 days sight, 11 1/2
Bank Bills, at 6000 days sight, 11 1/2
Bank Bills, at 6030 days sight, 11 1/2
Bank Bills, at 6060 days sight, 11 1/2
Bank Bills, at 6090 days sight, 11 1/2
Bank Bills, at 6120 days sight, 11 1/2
Bank Bills, at 6150 days sight, 11 1/2
Bank Bills, at 6180 days sight, 11 1/2
Bank Bills, at 6210 days sight, 11 1/2
Bank Bills, at 6240 days sight, 11 1/2
Bank Bills, at 6270 days sight, 11 1/2
Bank Bills, at 6300 days sight, 11 1/2
Bank Bills, at 6330 days sight, 11 1/2
Bank Bills, at 6360 days sight, 11 1/2
Bank Bills, at 6390 days sight, 11 1/2
Bank Bills, at 6420 days sight, 11 1/2
Bank Bills, at 6450 days sight, 11 1/2
Bank Bills, at 6480 days sight, 11 1/2
Bank Bills, at 6510 days sight, 11 1/2
Bank Bills, at 6540 days sight, 11 1/2
Bank Bills, at 6570 days sight, 11 1/2
Bank Bills, at 6600 days sight, 11 1/2
Bank Bills, at 6630 days sight, 11 1/2
Bank Bills, at 6660 days sight, 11 1/2
Bank Bills, at 6690 days sight, 11 1/2
Bank Bills, at 6720 days sight, 11 1/2
Bank Bills, at 6750 days sight, 11 1/2
Bank Bills, at 6780 days sight, 11 1/2
Bank Bills, at 6810 days sight, 11 1/2
Bank Bills, at 6840 days sight, 11 1/2
Bank Bills, at 6870 days sight, 11 1/2
Bank Bills, at 6900 days sight, 11 1/2
Bank Bills, at 6930 days sight, 11 1/2
Bank Bills, at 6960 days sight, 11 1/2
Bank Bills, at 6990 days sight, 11 1/2
Bank Bills, at 7020 days sight, 11 1/2
Bank Bills, at 7050 days sight, 11 1/2
Bank Bills, at 7080 days sight, 11 1/2
Bank Bills, at 7110 days sight, 11 1/2
Bank Bills, at 7140 days sight, 11 1/2
Bank Bills, at 7170 days sight, 11 1/2
Bank Bills, at 7200 days sight, 11 1/2
Bank Bills, at 7230 days sight, 11 1/2
Bank Bills, at 7260 days sight, 11 1/2
Bank Bills, at 7290 days sight, 11 1/2
Bank Bills, at 7320 days sight, 11 1/2
Bank Bills, at 7350 days sight, 11 1/2
Bank Bills, at 7380 days sight, 11 1/2
Bank Bills, at 7410 days sight, 11 1/2
Bank Bills, at 7440 days sight, 11 1/2
Bank Bills, at 7470 days sight, 11 1/2
Bank Bills, at 7500 days sight, 11 1/2
Bank Bills, at 7530 days sight, 11 1/2
Bank Bills, at 7560 days sight, 11 1/2
Bank Bills, at 7590 days sight, 11 1/2
Bank Bills, at 7620 days sight, 11 1/2
Bank Bills, at 7650 days sight, 11 1/2
Bank Bills, at 7680 days sight, 11 1/2
Bank Bills, at 7710 days sight, 11 1/2
Bank Bills, at 7740 days sight, 11 1/2
Bank Bills, at 7770 days sight, 11 1/2
Bank Bills, at 7800 days sight, 11 1/2
Bank Bills, at 7830 days sight, 11 1/2
Bank Bills, at 7860 days sight, 11 1/2
Bank Bills, at 7890 days sight, 11 1/2
Bank Bills, at 7920 days sight, 11 1/2
Bank Bills, at 7950 days sight, 11 1/2
Bank Bills, at 7980 days sight, 11 1/2
Bank Bills, at 8010 days sight, 11 1/2
Bank Bills, at 8040 days sight, 11 1/2
Bank Bills, at 8070 days sight, 11 1/2
Bank Bills, at 8100 days sight, 11 1/2
Bank Bills, at 8130 days sight, 11 1/2
Bank Bills, at 8160 days sight, 11 1/2
Bank Bills, at 8190 days sight, 11 1/2
Bank Bills, at 8220 days sight, 11 1/2
Bank Bills, at 8250 days sight, 11 1/2
Bank Bills, at 8280 days sight, 11 1/2
Bank Bills, at 8310 days sight, 11 1/2
Bank Bills, at 8340 days sight, 11 1/2
Bank Bills, at 8370 days sight, 11 1/2
Bank Bills, at 8400 days sight, 11 1/2
Bank Bills, at 8430 days sight, 11 1/2
Bank Bills, at 8460 days sight, 11 1/2
Bank Bills, at 8490 days sight, 11 1/2
Bank Bills, at 8520 days sight, 11 1/2
Bank Bills, at 8550 days sight, 11 1/2
Bank Bills, at 8580 days sight, 11 1/2
Bank Bills, at 8610 days sight, 11 1/2
Bank Bills, at 8640 days sight, 11 1/2
Bank Bills, at 8670 days sight, 11 1/2
Bank Bills, at 8700 days sight, 11 1/2
Bank Bills, at 8730 days sight, 11 1/2
Bank Bills, at 8760 days sight, 11 1/2
Bank Bills, at 8790 days sight, 11 1/2
Bank Bills, at 8820 days sight, 11 1/2
Bank Bills, at 8850 days sight, 11 1/2
Bank Bills, at 8880 days sight, 11 1/2
Bank Bills, at 8910 days sight, 11 1/2
Bank Bills, at 8940 days sight, 11 1/2
Bank Bills, at 8970 days sight, 11 1/2
Bank Bills, at 9000 days sight, 11 1/2
Bank Bills, at 9030 days sight, 11 1/2
Bank Bills, at 9060 days sight, 11 1/2
Bank Bills, at 9090 days sight, 11 1/2
Bank Bills, at 9120 days sight, 11 1/2
Bank Bills, at 9150 days sight, 11 1/2
Bank Bills, at 9180 days sight, 11 1/2
Bank Bills, at 9210 days sight, 11 1/2
Bank Bills, at 9240 days sight, 11 1/2
Bank Bills, at 9270 days sight, 11 1/2
Bank Bills, at 9300 days sight, 11 1/2
Bank Bills, at 9330 days sight, 11 1/2
Bank Bills, at 9360 days sight, 11 1/2
Bank Bills, at 9390 days sight, 11 1/2
Bank Bills, at 9420 days sight, 11 1/2
Bank Bills, at 9450 days sight, 11 1/2
Bank Bills, at 9480 days sight, 11 1/2
Bank Bills, at 9510 days sight, 11 1/2
Bank Bills, at 9540 days sight, 11 1/2
Bank Bills, at 9570 days sight, 11 1/2
Bank Bills, at 9600 days sight, 11 1/2
Bank Bills, at 9630 days sight, 11 1/2
Bank Bills, at 9660 days sight, 11 1/2
Bank Bills, at 9690 days sight, 11 1/2
Bank Bills, at 9720 days sight, 11 1/2
Bank Bills, at 9750 days sight, 11 1/2
Bank Bills, at 9780 days sight, 11 1/2
Bank Bills, at 9810 days sight, 11 1/2
Bank Bills, at 9840 days sight, 11 1/2
Bank Bills, at 9870 days sight, 11 1/2
Bank Bills, at 9900 days sight, 11 1/2
Bank Bills, at 9930 days sight, 11 1/2
Bank Bills, at 9960 days sight, 11 1/2
Bank Bills, at 9990 days sight, 11 1/2
Bank Bills, at 10020 days sight, 11 1/2
Bank Bills, at 10050 days sight, 11 1/2
Bank Bills, at 10080 days sight, 11 1/2
Bank Bills, at 10110 days sight, 11 1/2
Bank Bills, at 10140 days sight, 11 1/2
Bank Bills, at 10170 days sight, 11 1/2
Bank Bills, at 10200 days sight, 11 1/2
Bank Bills, at 10230 days sight, 11 1/2
Bank Bills, at 10260 days sight, 11 1/2
Bank Bills, at 10290 days sight, 11 1/2
Bank Bills, at 10320 days sight, 11 1/2
Bank Bills, at 10350 days sight, 11 1/2
Bank Bills, at 10380 days sight, 11 1/2
Bank Bills, at 10410 days sight, 11 1/2
Bank Bills, at 10440 days sight, 11 1/2
Bank Bills, at 10470 days sight, 11 1/2
Bank Bills, at 10500 days sight, 11 1/2
Bank Bills, at 10530 days sight, 11 1/2
Bank Bills, at 10560 days sight, 11 1/2
Bank Bills, at 10590 days sight, 11 1/2
Bank Bills, at 10620 days sight, 11 1/2
Bank Bills, at 10650 days sight, 11 1/2
Bank Bills, at 10680 days sight, 11 1/2
Bank Bills, at 10710 days sight, 11 1/2
Bank Bills, at 10740 days sight, 11 1/2
Bank Bills, at 10770 days sight, 11 1/2
Bank Bills, at 10800 days sight, 11 1/2
Bank Bills, at 10830 days sight, 11 1/2
Bank Bills, at 10860 days sight, 11 1/2
Bank Bills, at 10890 days sight, 11 1/2
Bank Bills, at 10920 days sight, 11 1/2
Bank Bills, at 10950 days sight, 11 1/2
Bank Bills, at 10980 days sight, 11 1/2
Bank Bills, at 11010 days sight, 11 1/2
Bank Bills, at 11040 days sight, 11 1/2
Bank Bills, at 11070 days sight, 11 1/2
Bank Bills, at 11100 days sight, 11 1/2
Bank Bills, at 11130 days sight, 11 1/2
Bank Bills, at 11160 days sight, 11 1/2
Bank Bills, at 11190 days sight, 11 1/2
Bank Bills, at 11220 days sight, 11 1/2
Bank Bills, at 11250 days sight, 11 1/2
Bank Bills, at 11280 days sight, 11 1/2
Bank Bills, at 11310 days sight, 11 1/2
Bank Bills, at 11340 days sight, 11 1/2
Bank Bills, at 11370 days sight, 11 1/2
Bank Bills, at 11400 days sight, 11 1/2
Bank Bills, at 11430 days sight, 11 1/2
Bank Bills, at 11460 days sight, 11 1/2
Bank Bills, at 11490 days sight, 11 1/2
Bank Bills, at 11520 days sight, 11 1/2
Bank Bills, at 11550 days sight, 11 1/2
Bank Bills, at 11580 days sight, 11 1/2
Bank Bills, at 11610 days sight, 11 1/2
Bank Bills, at 11640 days sight, 11 1/2
Bank Bills, at 11670 days sight, 11 1/2
Bank Bills, at 11700 days sight, 11 1/2
Bank Bills, at 11730 days sight, 11 1/2
Bank Bills, at 11760 days sight, 11 1/2
Bank Bills, at 11790 days sight, 11 1/2
Bank Bills, at 11820 days sight, 11 1/2
Bank Bills, at 11850 days sight, 11 1/2
Bank Bills, at 11880 days sight, 11 1/2
Bank Bills, at 11910 days sight, 11 1/2
Bank Bills, at 11940 days sight, 11 1/2
Bank Bills, at 11970 days sight, 11 1/2
Bank Bills, at 12000 days sight, 11 1/2
Bank Bills, at 12030 days sight, 11 1/2
Bank Bills, at 12060 days sight, 11 1/2
Bank Bills, at 12090 days sight, 11 1/2
Bank Bills, at 12120 days sight, 11 1/2
Bank Bills, at 12150 days sight, 11 1/2
Bank Bills, at 12180 days sight, 11 1/2
Bank Bills, at 12210 days sight, 11 1/2
Bank Bills, at 12240 days sight, 11 1/2
Bank Bills, at 12270 days sight, 11 1/2
Bank Bills, at 12300 days sight, 11 1/2
Bank Bills, at 12330 days sight, 11 1/2
Bank Bills, at 12360 days sight, 11 1/2
Bank Bills, at 12390 days sight, 11 1/2
Bank Bills, at 12420 days sight, 11 1/2
Bank Bills, at 12450 days sight, 11 1/2
Bank Bills, at 12480 days sight, 11 1/2
Bank Bills, at 12510 days sight, 11 1/2
Bank Bills, at 12540 days sight, 11 1/2
Bank Bills, at 12570 days sight, 11 1/2
Bank Bills, at 12600 days sight, 11 1/2
Bank Bills, at 12630 days sight, 11 1/2
Bank Bills, at 12660 days sight, 11 1/2
Bank Bills, at 12690 days sight, 11 1/2
Bank Bills, at 12720 days sight, 11 1/2
Bank Bills, at 12750 days sight, 11 1/2
Bank Bills, at 12780 days sight, 11 1/2
Bank Bills, at 12810 days sight, 11 1/2
Bank Bills, at 12840 days sight, 11 1/2
Bank Bills, at 12870 days sight, 11 1/2
Bank Bills, at 12900 days sight, 11 1/2
Bank Bills, at 12930 days sight, 11 1/2
Bank Bills, at 12960 days sight, 11 1/2
Bank Bills, at 12990 days sight, 11 1/2
Bank Bills, at 13020 days sight, 11 1/2
Bank Bills, at 13050 days sight, 11 1/2
Bank Bills, at 13080 days sight, 11 1/2
Bank Bills, at 13110 days sight, 11 1/2
Bank Bills, at 13140 days sight, 11 1/2
Bank Bills, at 13170 days sight, 11 1/2

No interest to be paid to Government on any portion of the trust estate which is utilized for the formation of streets, or which has been reserved for any public purpose, or which is required for open spaces.

On the expiration of 30 years from the date of acquisition by the trust the property so acquired to revert to the Government.

3. All assessments for rates for new building erected on trust land not before rated, and all enhanced assessments for rates for buildings assigned to or acquired by the trust by purchase or otherwise, to be paid by the Government to the trust.

6.—The following are the proposals for the settlement of disputes and compensation:—

A tribunal of appeal to be framed for the decision of all questions in dispute connected with the acquisition of land and property by the trust.

Mr. OSBORNE proposed that the scheme be reconsidered at the next meeting, and that in the meantime be laid on the table. He hoped that the newspapers would give publicity to it so that perhaps they might benefit by an expression of public opinion on the subject. The responsibility involved in this scheme were very large, and as it had only been before the members during the last two or three days he thought it would be well to let it remain over for a fortnight.

Mr. McKie seconded, and the motion was carried.

THE CONDITION OF NO. 2 HEALTH DISTRICT.
The Select Committee (Messrs. May, Osborne, and McKie) reported on the 8th February that they had inspected portions of No. 2 Health District, Sanitary Inspector McKenzie accompanying them. The report concludes:—"We visited the Wanchai Market, which is in our opinion inadequate for the requirements of the population. Taken as a whole the district was not as clean as it should be. The district has the advantage of being largely composed of two-storied buildings, but as these buildings are old we fear they will soon be replaced by buildings of at least three stories in height. We only noticed one latrine in the portion of the district traversed by us, and it was obviously much too small for the necessities of the dense population surrounding it. The whole district apparently wants lime-washing."

The Secretary intimated:—"This district is in course of being lime-washed although but slow progress is being made, as only 22 houses out of 1,500 have been done in five weeks."

Dr. Hartigan intimated:—"Report shows a most unsatisfactory state of things still."

The Hon. R. D. OMSBY proposed that a copy of the report be forwarded to the Government.

Mr. OSBORNE seconded, and the motion was carried.

On the motion of the PRESIDENT, seconded by the Hon. R. D. OMSBY, Messrs. Bodely, McKie, and Osborne were appointed a select committee.

RINDERPEST ON THE NEW TERRITORY.

The select committee appointed to enquire into the report of the Colonial Veterinary Surgeon as to rinderpest in the New Territory was submitted. The Committee approves of Mr. Laid's suggestion as to preventive inoculation.

On the motion of the PRESIDENT, seconded by Dr. CLARK, it was decided to forward the report to Government, with the recommendation that the scheme proposed should be adopted.

THE CENTRAL MARKET.

Mr. Ludis (Colonial Veterinary Surgeon) submitted a proposal to alter certain stalls in the Central Market, and the proposal was adopted on the motion of the PRESIDENT, seconded by Mr. McKie.

PLANS FOR DRAINAGE.

Papers were submitted suggesting 69 of Ordinances 13 of 1899 be altered so as to require separate plans for drainage to be supplied to the Sanitary Board.

The Hon. R. D. OMSBY suggested that Mr. Drury be asked to endeavour to arrange the matter without altering the Ordinance.

It was decided to leave the matter in abeyance for the present.

CHINESE CERTIFICATES.

Papers were submitted as to the increase to allowances for knowledge of Chinese.

The Secretary reported to the Colonial Secretary on the 23rd January as follows:—"I have the honour by the direction of the Sanitary Board to point out that by C.S. 9, 2961 of 1895 it was sanctioned that the regulations governing the study of Chinese and the monetary reward granted for the possession of a certificate by the members of the police should be extended to the Inspectors of the Sanitary Department."

"Since that time certificates have been gained by inspectors in this department, and at the present time four are in possession of such certificates, namely: two of second and two of first certificates. It is, however, found that there is some cause which prevents the main body of the inspectors from acquiring a useful knowledge of Chinese and thus acts prejudicially against the value of their services in sanitary matters."

"The reason for this may be partially due to the comparatively small reward paid for the possession of a certificate, namely, \$2, \$5, and \$10, for a first, second or third respectively, and to revise this I am directed to recommend that as the police allowances have been doubled by O.S.O. 538 of 1899, so may the same privilege be extended to the inspectors of this department; to the present holders of certificates on the same terms as therein quoted for the police, namely, on passing a test examination and to all who may in future gain certificates."

"The rate on the estimates for this department is \$390, and the increase if granted will require an additional \$250 for the current year, namely, \$150 for certificates already joined and \$100 for prospective grants."

The four inspectors mentioned in the report are: J. Heide (\$10), F. Fisher (\$10), H. J. Knight (\$2.5), and J. Haggard (\$2.50).

The Colonial Treasurer (the Hon. A. M. Thomson) reported (January 24th):—"I think the allowances should be the same as in the police, but doubt whether the officers who have not taken up or passed in Chinese are influenced altogether by the amounts. Inexpediency and disinclination to study would account for a number of them."

The Colonial Secretary (the Hon. J. H. Stewart Lockhart) wrote (January 25th):—"I agree with the Treasurer, and, speaking from my previous experience, I doubt whether the increase in pay will lead to many more inspectors being able to speak Chinese. I shall be agreeably surprised if it does."

THE REPORTED OUTBREAK OF PLAGUE IN MANILA.

Correspondence re bubonic plague in Manila was submitted.

Answering an enquiry made by the Secretary on behalf of the Sanitary Board, Consul-General Wildman wrote on the 27th January:—"I wrote yesterday to His Excellency Major-General Otis asking for detailed information regarding the outbreak of plague in Manila, and that information he transmitted to this office for the benefit of the Colonial Government. I have no official information that leads me to believe that plague has broken out in Manila."

Mr. Harford, H. B. M. Consul at Manila, wrote to H. E. the Governor on the 25th January:—"I have the honour to report that cases of bubonic plague have opened lately in Manila, the majority of them ending fatally. These cases as yet are entirely confined to the very lowest class of Chinese and natives, etc. The disease has not yet assumed an epidemic form."

At the meeting another letter from Consul-General Wildman was submitted. In this letter Mr. Wildman stated that he had received an official report to the effect that there had been five authenticated cases of plague in the city of Manila. The first was discovered on the 2nd instant, and these cases, with nine other suspects, had been confined to two districts in the city. There had been one case developed within the last seven days. The present death rate of the city was lower than it had been for many months. Under date February 4th, Major-General Otis wrote:—"The health of the city is most excellent and there is no cause for apprehension that the plague will take any serious hold in this city. House to house inspection was inaugurated several weeks ago and the physical condition of all the inhabitants."

THE PLAGUE IN FORMOSA.

Mr. W. G. Kenny, H. B. M. Consul in Formosa, forwarded a return of bubonic cases in Formosa during the year 1899, and added that there had been no reported cases in the district since November 26th. The return showed the number of cases to be 2,633; deaths, 1,974; recoveries 608; under treatment 54.

MORTALITY STATISTICS.

The death rate for the colony of Hongkong for the week ended January 27th was 21.8, against 24 for the previous week and 17 for the corresponding week last year. The rate for the following week was 19.8, against 14.0 for the corresponding week last year.

The deaths in Macao for the week ended 21st January numbered 44, (including three from bubonic plague). The deaths for the following week numbered 54 (including two from plague). This was all the business.

SPORT AND ANECDOTE.

By AN OLD FOGGY.

LONDON, 13th January.

THE FIRST INTERNATIONAL MATCH OF THE SEASON.

England has made a poor start in the international football matches, the Welsh fifteen winning hands down at Gloucester. Except at rare intervals there can be no doubt that the winners overwhelmed the English side, and he would be a poor sportsman who begrudged the veteran trophy. A defeat more or less during past seasons has not greatly troubled any of those who like to see the wearers of the Rose triumphant, but they have been a little too frequent and too pronounced this last two or three years to be treated with the same old-fashioned airiness. To my way of thinking English Rugby football is not only making no progress, but is most emphatically on the decline. True it is that so far as the games with the principalities have gone since those memorable years '94, '95, and '96, we have not a deal to complain of, but last year's encounter was something more than a defeat. At the time I did not care to join the throng of critics who are ever eager to pull to pieces a defeated team; it is so easy to be optimistic after a match. But I had hopes that our players are really weaker than formerly? Which brings me on to the last of the Welsh back play? Do our representatives find it impossible to cope with the fleetness of foot or the deadly mechanical accuracy of the Welsh back play? Or is it that the gentlemen responsible for the selection of our international players fail to recognise just where the necessary ability and skill lies waiting to be called upon? I hope I am as conscious as most of the way in which the ranks of the Rugby Union have been decimated of recent years, but I find it hard to believe that with our Universities still raising aloft the flag of amateurism, with North, Midlands and South loyal to its principles, we cannot hold our own in any of the international Rugby games. Our attention will now have to be turned to the matches against Ireland and Scotland, and though there is nothing very plucky in being so, so far as one can judge from the material at hand, is to hope for the best, while fearing for the worst. I have referred incidentally to the loyalty of the North of England; let me amplify this a little by saying that I have in mind more particularly the amateur clubs of Lancashire and Yorkshire. From the other northern counties matters are being raised again as to the apathy of the Union towards various struggling organisations. It is a far cry to Northumberland and Cumberland, but it would not be a matter of great difficulty to bring the clubs in that part of England in closer and more harmonious touch with those in other localities if there was any real disposition to do so. From present appearances it looks very much as if the Union officials were studiously willing to allow aggrieved parties to "gang their ain gait." But it will take a good deal to convince me that this stiff-necked attitude towards all who have a real or fancied grievance will be of permanent service to the Rugby Union.

PRIDE OF PLACE.

Leaving the sphere of football politics, it is a real pleasure to turn to one or two details connected with the selection of the Welsh fifteen. And first and foremost comes W. L. Bancroft, a veteran of whom Wales has every reason to be proud. Including last week's match at Gloucester the Welsh champion has now taken part in twenty-eight international matches. This itself is something altogether unique, but something still more remarkable is the fact that since he was first selected to play for Wales in the year 1890, he has never been left out of an international XV. Indeed his position has never once been seriously menaced. That he has not come seatless through such a series of tough encounters will be readily understood, but the man's enthusiasm as well as his skill seems unabated, and he was quite the hero of the match in the West. From year to year the public are treated to full particulars of his long and honourable career, which, in a sense, eclipses that of Arthur Gould, and there is not a boy in South Wales to-day unable to give chapter and verse for his doings on the football field. His fighting is one of his strongest points; for he gathers the ball "full toss," half-volley, or from a "wobbling shooter" with unerring accuracy. Being a notable cricketer, perhaps this is only natural. It has to be confessed, however, that his methods at times tend to upset old-fashioned notions of full-back play. But Bancroft possesses an abundance of confidence, knows exactly what he can do, and in nineteen cases out of twenty carries out his plans successfully. Before now I have seen him gather up the ball from the toes of an onrushing swarm of forwards with as much unconcern as if it were a ball of knitting-wool, dodge first this opponent and then that one, charge swiftly to the left, and having drawn half the team in his wake, just as suddenly swerve to the right put in a quick run, and at the precise instant get in a beautiful long kick into touch. When I used to flounder around in a team our captain would have stormed again had his full back tried such "antics." Antics was his favourite word when he wished to put special stress on his decision. But, bless you, Bancroft has been confounding his critics these ten years or more, and could no more resist his opportunities than Allan Steel could resist having a "pop" at a seductive delivery on the leg stump. We may argue as we choose, but such men have always been a law unto themselves. The Welsh players know their full back like a book, and so it happens more frequently than otherwise that the opponents of Wales find themselves relentlessly tackled before they get within half of Bancroft, for collaring is not now his forte, reliable as he undoubtedly was in the earlier part of his career. What he has done for Wales can scarcely be over-estimated, but though his services in international matches naturally be regarded of paramount importance, one would have to turn over a good many pages of football history to discover the name of any celebrity of modern times who has done more service for a club like Bancroft has for Swansea.

MILITANT CHRISTIANITY.

Hampshire. I think, may fairly claim to be the "Army" team of the first-class cricketing counties, with its majors, and captains, and bombardiers. The military representatives are all downright good cricketers, too. Strange, is it not, how the fighting element should have been attracted in this particular direction? In another sphere of sport it is no less singular how football-playing persons have been drawn towards certain clubs. At one time the Leicester F.C. had two or three military representatives of Christianity in its ranks; Coventry, I understand, have had a couple, and now we find another Midland Rugby club, the Moseley F.C., with two reverends in its ranks, these being the Rev. E. M. Baker and the Rev. Mr. Goodacre. Since the Rev. R. H. Cattell was selected to captain the English side against Wales, I have gleaned a few more particulars with respect to the Moseley club, and I find it opens its arms to the Church in much the same way as Hampshire does to the Army. Of late years the Rev. E. Hasluck—now a missionary in China—the Rev. R. H. Cattell, the Rev. Mr. Mullineaux, the Rev. E. M. Baker, and the Rev. Mr. Goodacre have assisted in the ranks of this particular club, and I can only wonder that the Rev. Pollock-Hill, who for some time was busy amongst the parishioners very near to the district of Moseley, was not prevailed upon to don the red and black jersey under the captaincy of J. F. Byrne—at one time England's premier full back. For some months I saw a good deal of the play of England's latest captain. At his best, which was seen at intervals only, Cattell was a very sturdy half-back indeed, and whenever he had B. B. Take—who recently left for the scene of action in South Africa—as a partner, the opposition had a good deal to contend with. In his earlier days, when scarcely known, it struck me that Cattell used to play offside in the most glaring manner, but he soon developed into a high-class player. Of a splendid physique, he often depends more upon his strength of limb than upon the "dippy" tactics which favour in certain circles. Having splendid shoulders, the chest of a young giant, a strong, reliable pair of legs, he requires an immense amount of stopping when once under weigh with the ball, especially if he happens to get anywhere near his opponents' goal-line.

EXPORT CARGO.

Per steamer *Afridi*, sailed on the 1st Feb. For New York—3,337 packages crockets, 174 bales rattanware, 212 bales feathers, 154 cases blackwoodware, 649 rolls matting, 120 bales bamboo split, 48 cases Chinaware, 29 packages oassa, 30 bales bamboo, 38 bales rattan, 15 packages rattanware, 11 cases curios, and 400 packages merchandise.

CARMICHAEL & BARLOW,
Consulting Engineers, Surveyors, and Contractors,
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [3024]

FOR SALE.

C. H. A. S. HEIDSIECK'S
CHAMPAGNE, 1893 WHITE SHALE
\$38.00 per case of 12 dozen quarts
\$46.00 per case of 2 dozen pints.
E. D. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.
C. G. HIBBERT & CO.'S
BOTTLED ALE & STOUT
SIEMSEN & CO.
Hongkong, 5th May, 1899. [140]

BOMBAY BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.
PINKADES RAILWAY SLEEPERS for all GAUGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.
Hongkong, 3rd May, 1899. [920]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUR WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY SUPPLYING FILTERED WATER.

CALL FLAG W
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.
Hongkong, 9th October, 1898. [1399]

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [739]

CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot, and Dampness.

Sole Agents for China,
LUTGENS, EINSTMAN & CO.
Hongkong, 31st August, 1897. [1338]

YUBARI AND SORACHI

COALS.

HOKKAIDO TANKO TETSUDO KAISHA.

(HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL ANNUAL OUT-
YEN 12,000,000 PUT 800,000 TONS.

PORTS OF EXPORT.
OTARU AND MURORAN.

The celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO.
HUGHES & HUGHES
Agents for Hongkong.

VESELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.
Taking Cargo at LONDON rates.

THE Company's Steamship

"NESTOR,"
Captain Asquith, will be despatched as above on WEDNESDAY, the 7th prox.

For Freight, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 12th February, 1900. [486]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, ROTTERDAM, AND COPENHAGEN, VIA BANGKOK.

THE Company's Steamship

"CATHAY,"
will be despatched as above on or about SATURDAY, the 10th March.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 12th February, 1900. [485]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

THE Company's Steamship

"TEENKAT,"
Capt. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March.

For Freight, &c., apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd February, 1900. [490]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(HAMBURG AMERICA LINE HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ASTORIA,"
Captain Hildebrandt, will be despatched for the above port on or about 18th March.

For Freight, apply to
CARLOWITZ & CO.
Agents.
Hongkong, 6th February, 1900. [427]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS,"
Captain Gregory, will be despatched as above on TUESDAY, the 20th prox.

For Freight, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 12th February, 1900. [495]

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION Co.'s fortnightly service, hence to CALCUTTA. Ballings from CALCUTTA for CAPE PORTS every fortnight.

For freight and further particulars, apply to
DODWELL & CO. LIMITED
General Agents for China and Japan.
Hongkong, 4th August 1897. [11]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CALCHAS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 12th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 19th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 20th instant.

BUTTERFIELD & SWIRE.
Agents.
Hongkong, 10th February, 1900. [482]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge, or remaining on board after NOON, the 16th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 14th February, 1900. [519]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLEN TURET,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days of steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 14th February, 1900. [521]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"EMMA LUYKEN."

Captain Wallis, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.
Hongkong, 14th February, 1900. [523]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAVOIA."

Captain Jager, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before 6 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.
Hongkong, 14th February, 1900. [525]

Savon, German steamer,
Helsingborg & O.

Ningking, British str. 1,012, Moore, Feb. 13.
 Butterfield & Swire
 Papehoen, German str. 823, Abrams, Feb. 13.
 Meyer & Co.
 Castu, German str. 1,046, Suhaldt, Feb. 12.
 Meyer & Co.
 Tyr, Norwegian steamer, 1,418, Gram, Feb. 4.
 Ordor
 Victoria, British str. 1,392, Pantan, Jan. 30.
 Dodwell & Co., Limited
 Whampoa, British str. 1,109, Garrioch, Feb. 8.
 Butterfield & Swire
 SAILING VESSELS.
 Allerton, British ship, 1,938, Tovey, Jan. 31.
 Admiralty
 Brodick Castle, Brit. ship, 1,744, Olsen, Jan. 29.
 Standard Oil Co.
 Emily Reid, Amr. ship, 1,490, Nichols, Feb. 1.
 Standard Oil Co.
 Isaac Reid, Amr. ship, 1,887, Watts, Feb. 8.

raldagar, British sub. 1016, 1018, Wright,
Dec. 28, English. Wiles & Co
aleukian, Am. Esch. 74, Melander, Jan. 1,
Master.
Varatoh, British sub. 25, Haynes, Sept. 23,
F. W. Hall.

FOREIGN MEN-OF-WAR ON THE
CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser, 36
guns, 9,000 h.p., Capt. Jakovlev, at N'saki
Isby, American gunboat, Ensign D. W. Knox,
at Zumboaga.
Lieut. Russian gunboat, 8 guns, 1,200 h.p.,
Capt. Eliskiy, at Vladivostok.
Espio, French gunboat, 6 guns, 453 h.p., Capt.
Journet, at Bangkok.
Alcornoque, American protected cruiser, 10 guns,
4,433 h.p., Capt. J. M. Forsyth, at H'kong.
Albatross, American gunboat, Naval Cadet C. H.
Fischer, at Manila.
Mennington, American gunboat, 6 guns, 3,436
h.p., Comdr. C. H. Arnold, at Cebu.
Dobro, Russian gun-vessel, 13 guns, 1,150 h.p.,
Capt. Dobrovolsky, at Port Arthur.
Brooklyn, American cruiser, Captain T. F.

Jewell, at Manila
 Rutus, American collier, Lieut.-Comdr. C. J.
 Boush, at Guam
 Alamianes, American gunboat, Lieut. J. M.
 Luby, at Manila
 Allao, American gunboat, 1 gun, 55 h. p., Lieut.
 G. B. Bradshaw, at Zamboanga
 Mario Alberto, Italian cruiser, Comdr. Roberto,
 at Amoy

Comdr. S. W. Very, at Nagasaki
 6000, American supply ship, 1,890 h.p., Lieut.
 Comdr. N. J. K. Patch, at Sydney
 Concord. Amr. g.-bt., 6 guns, 3,415 h.p., Com.
 S. M. Ackley, at Oloilo
 Alagoa, American supply ship, Comdr. W. H.

Entrecasteaux, French flagship, 14 guns,
13,500 h.p., Capt. de Maroll, at Saigon
escorts, French cruiser, at Kwangchowwan
imitiv Donskoy, Russian armoured cruiser, 34

guns, 7,000 h.p., Com. Sharon, at Vostock
on Juan de Austria, American gunboat, Comdr.
T. C. McCrean, at Hongkong
cleaireur, French gunboat, 8 guns, 2,650 h.p.,
Captain Terrier, at Along
Iba, Italian cruiser, 18 guns, Capt. Cecconi,
at Shanghai
aidamak, Russian torpedo boat, 18 guns, 3,500
h.p., Captain Sorbera enif, at Vladivostok
ardquoil, American gunboat, Ensign G. Chase,
at Manila

J. A. Norris, at Manila
Remiatschy, Russian armoured cruiser. 12 guns.

2,000 h.p., Capt. Mikishersky, at P. Arthur
laus), German cruiser, 35 guns, Capt. Pohle,
at Singapore
eius, American gunboat, 8 guns, 1,993 h.p.,
Comdr. E. K. Moore, cruising
ertha, German cruiser, 41 guns, —h.p., Capt.
von Usedom, at Singapore
tis, German gunboat, 10 guns, 1,800 h.p., (Capt.
H. H. Laas, at Hongkong
one, German cruiser, 22 guns, 8,000 h.p.,
Capt. Obenheimer, at Nagasaki
is, American collier, Master E. F. E. Foss, at
Hongkong
le da Gube, American gunboat, Comdr. F. P.

Gilmore, at Hongkong
la de Luzon, American gunboat, Comdr. J.
V. B. Bleeker, at Hongkong
an Bart, French cruiser, 10 guns, 8,000 h.p.,

guar, German cruiser, Captain Kinderling, at —
 Kaiserin Augusta, German cruiser, 20 guns, 14,030 h.p., Capt. Guelich, at Shanghai
 Kaiserin, French gun-vessel, 15 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon
 Keresztes, Russian cruiser: 9 guns, 2,150 h.p., Capt. Sillmann, at Port Arthur
 Liberal, Portuguese gunboat, 3 guns, 502 h.p., Comdr. Cunha Lima, at Hongkong
 Liguria, Italian cruiser, Captain S. Casella, at Shanghai
 Lion, French gunboat, Captain Amet, 4 guns,

andjoo, Russian cruiser, 14 guns, 1,400 h.p.,
 Captain Yakovlev, at Cebu
 Manila, American gunboat, 2 guns, 750 h.p.,
 Lieut.-Comdr. A. F. Nazro, at Zamboanga
 Manillejo, American gunboat, Ensign I. C.
 Watsen, at Manila
 Marco Polo, Italian cruiser, 22 guns, 10,000
 h.p., Captain Ed. Incoronato, at Singapore
 Marietta, American gunboat, Comdr. E. H.
 Harrison, cruising
 Marivaudes, American gunboat, Ensign C. E.
 Gilpin, at Manila
 Marlin, American gunboat, Ensign A. H. Mc-
 Carthy, at Sulow Bay
 Matanook, Amr. double-turret monitor, 6 guns,
 3,000 h.p., Capt. J. McGowan, at H'kong
 Menocacy, American gunboat, 6 guns, 850 h.p.,
 Comdr. Geo. A. Bicknell, at Shanghai
 Monterey, American monitor, Captain G. W.
 Bixman, at Manila

Stovell, cruising
Shelbyville, American gunboat, Comdr. R. F.
Rodgers, cruising
Marin, Russian battleship, 2 guns, 1,150 h.p.,
Captain Yenish, at Port Arthur
Newark, American cruiser, Captain B. H. Mc-
Calla, at Manila
New Orleans, American cruiser, Captain E.

Longuecker, at Manila
egon, American battleship, 16 guns, 11,111
h.p., Capt. G. F. F. Wilde, at Manila
vazny, Russian armoured cruiser, 12 guns,
2,500 h.p., Com. Coprinoff, at Nagasaki
mpanga, American gunboat, Lieut. R. H.
Leigh, at Iloilo
nay, American gunboat, Ensign A. Kautz,
at Cebu

Italian, American gunboat, Lieut. W. C.
 Davidson, at Manila
 Italian, Russian cruiser, 14 guns, 8,500 h.p.,
 Capt. Motet, at Shanghai
 French, American gunboat, 6 guns, 1,095 h.p.,
 Comdr. C. C. Cornwall, at Manila
 Italian, Italian cruiser, 13 guns, 12,000 h.p.,
 Captain F. Giuliani, at Singapore
 Argentine, Argentine frigate, 16
 guns, 2,000 h.p., Capt. Bethder, at Manila
 American, American gunboat, 6 guns, 890 h.p.,
 Comdr. Harry Knox, at Aparri
 Russian, Russian cruiser, Captain Kamarooff,
 at Hongkong
 Russian, Russian cruiser, Capt. Domojoroff, 22
 guns, 14,500 h.p., at Vladivostok

Com. Haupt, at Nagasaki
 ar, American gunboat, Design H. C.
 Mustin, cruising
 tel, Russian gunboat, 4 guns, 1,200 h.p.,
 Capt. Barranoff, at Vladivostok
 oi Veliky, Russian battleship, 14 guns, 8,500
 h.p., Capt. Mollas, at Port Arthur
 uth, Russian gunboat, 13 guns, 1,200 h.p.,
 Capt. Soubatin, at Port Arthur
 ice, American transport, Comdr. A. Dunlap,
 en, Santa United States

prise, French gunboat, 8 guns, 300 h.p.
Capt. Pleissir, at Saigon.
Kyrien, Danish cruiser, 3,000 tons, Prince
Valdemar, at Shanghai.
Labe, French cruiser, 11 guns, 4,560 h.p.
Captain Blondel, at Kwongshu Wan.
Ladmir Monache, Russian cruiser, 16 guns.
Captain Prince Oubtomsky, at P. Arthur.
Lank, Russian torpedo-boat, 18 guns, 1,500
h.p., Capt. Lorgulle, at Vladivostok.
Lanbell, "American" gunboat, 8 guns, 1,100
h.p., Comdr. W. T. Durwell, at Hongkong.
Larktown, American gunboat, 6 guns; 3,392 h.p.
Comdr. C. B. Smyth, at Zambango.
Larkwood, American converted cruiser, 10 guns
2,900 h.p.; Captain G. E. Ide, at Gunn
Island, Russian cruiser, 20 guns, 2,000 h.p.
Capt. Shkruuf, at Port Arthur.
Lark, American supply ship, Master A. W.
Whitall, at Macila.
Lark, Austrian cruiser, 2,500 tons, 9,000 h.p.;
Captain F. Thomann von Montalmar, at
Whampoa.